

State Route 161 Corridor Study – Concept Descriptions

This document was created to provide narrative explanations for the alternatives presented in the Questionnaire. The Questionnaire is available digitally here: <http://bit.ly/sr161study>. For additional information regarding the safety benefits of each alternative, please refer to the PowerPoint Presentation from the April 27th Public Meeting.

Contra flow with medians on the side streets (Alternative 1) – The contra flow concept is centered on modifying the services roads such that they operate one-way only. The traffic flow is described as “contra flow” because the service road directionality is one-way opposite the direction of the adjacent travel lanes on State Route 161 (SR-161). For example, if traveling westbound on SR-161, the service road on your right-hand side would be one-way eastbound. Medians are installed along the centerline of the side streets to prevent through movements and left turning movements at the intersection of the service road and the side streets. The remaining pavement along the service roads no longer necessary for vehicular travel would be converted to a multi-use path for pedestrians and cyclists. The path would be separated by a vertical divider such as reboundable pylons or bollards. To facilitate access to businesses along the service roads, right-in/right-outs are installed along SR-161 at approximately the midpoint between signalized intersections. All traffic signals within the project area will be replaced with new signals.

Medians on the side streets with roundabouts (Alternative 2) – This concept includes medians along the side streets to prevent through movements and left turning movements at the intersection of the service road and the side streets. The service roads remain two-way in this concept. To facilitate access to businesses along the service road, urban roundabouts are installed north and south of the medians along the side streets. These roundabouts provide an opportunity to make legal u-turn movements to access the service roads otherwise inaccessible from the side streets due to the median installation. Sidewalk and/or a multi-use path would be installed along both sides of the roadway. All traffic signals within the project area will be replaced with new signals.

Traditional Arterial (Alternative 3) – This concept consists of removing the service road intersections with the side streets and installing a combination of dedicated and shared driveways to businesses along SR-161. At select locations left turn lanes will be installed where physical space and traffic flow allows. This concept includes a proposed reduction of the speed limit. The speed limit change would require study and evaluation by the City of Columbus and the Ohio Department of Transportation. Sidewalk and/or a multi-use path would be installed along both sides of the roadway. All traffic signals within the project area will be replaced with new signals.

*****NOTE:** The drawings and exhibits presented are a visual representation of the concepts developed as part of the study. Details presented in all concepts are subject to change during the detailed design process.*